

Chesapeake Bay Office

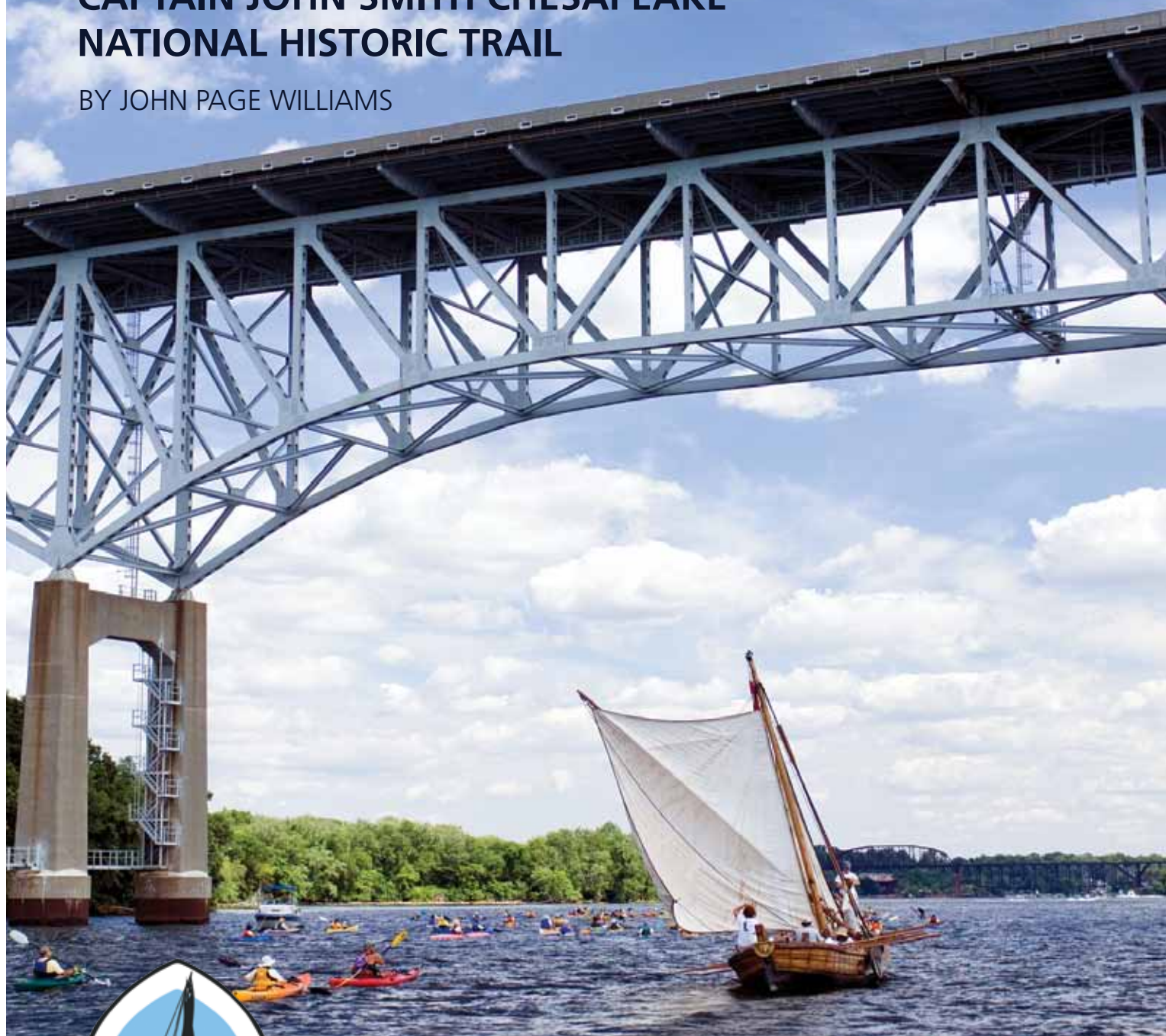
National Park Service
U.S. Department of the Interior



A BOATER'S GUIDE

TO THE
**CAPTAIN JOHN SMITH CHESAPEAKE
NATIONAL HISTORIC TRAIL**

BY JOHN PAGE WILLIAMS



IN PARTNERSHIP WITH THE
CHESAPEAKE CONSERVANCY
AND THE
CHESAPEAKE BAY FOUNDATION

PROJECT PARTNERS

NATIONAL PARK SERVICE CHESAPEAKE BAY OFFICE



National Park Service Chesapeake Bay Office (CHBA) leads National Park Service efforts to connect people to the natural and cultural heritage of the Chesapeake region. CHBA administers the Chesapeake Bay Gateways and Watertrails Network, the Captain John Smith Chesapeake National Historic Trail, and the Star-Spangled Banner National Historic Trail. CHBA is a federal partner in the multi-state and federal Chesapeake Bay Program and has a leadership role in the federal coordinated Strategy for Protecting and Restoring the Chesapeake Bay Watershed, in response to Executive Order 13508, issued in 2009.

To learn more about National Park Service initiatives for the Chesapeake Bay and the best places to experience the authentic Chesapeake, start with online visits to the following websites:

Chesapeake Bay Gateways and Watertrails Network
www.baygateways.net

Captain John Smith Chesapeake National Historic Trail
www.smithtrail.net

Star-Spangled Banner National Historic Trail
www.nps.gov/stsp

CHESAPEAKE CONSERVANCY



The Chesapeake Conservancy is dedicated to ensuring conservation, stewardship

and access for the Chesapeake Bay, its lands and rivers. The Conservancy was created out of a merger between the Friends of the John Smith Chesapeake Trail and Friends of Chesapeake Gateways.

The Chesapeake Conservancy works toward three strategic goals:

- To realize the full potential of the Captain John Smith Chesapeake National Historic Trail and the Chesapeake Bay Gateways and Watertrails Network, and coordinate with other Chesapeake Bay trails to promote recreation and tourism along with education about the Bay and its waterways
- To generate and direct public and private financial and technical resources to conserve the Bay's significant landscapes and expand public access
- To advance the establishment of new conservation, recreation and public access corridor designations on the Chesapeake.

To learn more about the Chesapeake Conservancy's programs, visit www.chesapeakeconservancy.org, contact info@chesapeakeconservancy.org, or call 443-321-3610.

CHESAPEAKE BAY FOUNDATION



CHESAPEAKE BAY FOUNDATION
 Saving a National Treasure

The Chesapeake Bay Foundation (CBF) was one of the founding supporters for the Captain John Smith Chesapeake National Historic Trail. CBF is the largest privately funded, nonprofit organization dedicated solely to protecting and restoring the Chesapeake Bay. The Foundation offers a wide range of educational, advocacy, and stewardship programs.

The Chesapeake Bay Foundation has adopted Captain John Smith's descriptions of the Chesapeake in the early 1600s as a baseline for measuring a rich and balanced Bay. CBF provides an annual State of the Bay report comparing the current health of the Bay to that baseline.

Contact the Chesapeake Bay Foundation at webadmin@cbf.org or 410-268-8816. Visit the foundation online at www.cbf.org.

About the Guide

A Boater's Guide to the Captain John Smith Chesapeake National Historic Trail is a joint project of the National Park Service Chesapeake Bay Office, the Chesapeake Conservancy, and the Chesapeake Bay Foundation. As the first guide to America's first national water trail, this publication introduces paddlers and boaters to the best places to access the trail. Author John Page Williams expertly weaves practical information for today's boaters with the historical context of the Chesapeake's waters explored by Captain John Smith four centuries ago.

The Captain John Smith Chesapeake National Historic Trail was designated as part of the National Trails System in 2006. The National Park Service completed a comprehensive management plan in 2011 for the development of the trail. While this Boater's Guide describes many places where boaters can access and explore the trail now, many more access areas and facilities will be added as trail development continues. For this reason, the Boater's Guide is an online publication, designed to be updated as new information becomes available.

The National Park Service acknowledges with appreciation the contributions of the Chesapeake Conservancy and the Chesapeake Bay Foundation as partners in creating this first Boater's Guide to the Smith trail. We appreciate also the reviewers who gave feedback to improve the Guide. While we have endeavored to provide accurate current information at the time of publication, trailhead details, in particular, are subject to change. We encourage users of this Guide to verify contact information as they prepare for their travels along the trail. We also invite users of the Guide to notify the author of changes and new information to be considered for future editions. He can be reached by e-mail at jpwilliams@cbf.org.

A Boater's Guide to the Captain John Smith Chesapeake National Historic Trail is available for free download from the trail's website: www.smithtrail.net.

About the Author

John Page Williams combines his knowledge of Captain John Smith's voyages on the Chesapeake Bay with a life-long passion for all things Chesapeake in this practical guide to exploring the waters designated in 2006 as the Captain John Smith Chesapeake National Historic Trail. Williams began fishing and boating the Chesapeake and its rivers as a young boy growing up on the lower Potomac River. As a field educator he has run field trips by canoe, outboard skiff, and workboat on every river system in the Chesapeake. As senior naturalist for the Chesapeake Bay Foundation and editor-at-large for *Chesapeake Bay Magazine*, Williams is a well-known and respected advocate for the Bay. He writes frequently on boating, fishing, and cruising as well as environmental issues. Among the numerous articles and books he has authored, don't miss reading *Chesapeake: Exploring the Water Trail of Captain John Smith*, published by National Geographic in 2006. Its evocative overview of Smith's travels provides a colorful companion book to this Boater's Guide as you chart your own adventures along the trail.

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 National Park Service
 Chesapeake Bay Office
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John Maounis
 Superintendent

TEXT
 John Page Williams, Chesapeake Bay Foundation

DESIGN AND MAP ILLUSTRATIONS
 Jason Vaughan

EDITING AND PROJECT COORDINATION
 Paula Degen, assisted by
 Lindsay Keiter, National Park Service

ON THE COVER: A replica of Smith's shallow leads an excursion on the Captain John Smith Chesapeake National Historic Trail near Port Deposit, MD, 2007.

PHOTO © MICHAEL C. WOOTTON

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RESOURCES

BOOKS

Captain John Smith: A Select Edition of His Writings

Edited by Karen O. Kupperman, 1988

Jamestown Narratives: Eyewitness Accounts of the Virginia Colony, The First Decade: 1607-1617

Edited by Edward Wright Haile, 1998

John Smith in the Chesapeake

Edited by Edward Wright Haile, 2008

Love and Hate in Jamestown: John Smith, Pocahontas, and the Heart of a New Nation

By David A. Price, 2003

John Smith's Chesapeake Voyages 1607 – 1609

By Helen Rountree, Wayne E. Clark, Kent Mountford, 2007 (funded in part by the National Park Service)

Chesapeake: Exploring the Water Trail of Captain John Smith

By John Page Williams, 2006.

Exploring the Chesapeake in Small Boats

By John Page Williams, 1992.

WEBSITES

National Park Service

Captain John Smith Chesapeake National Historic Trail

www.smithtrail.net

www.nps.gov/cajo

Chesapeake Bay Gateways and Watertrails Network

www.baygateways.net

Chesapeake Conservancy

www.chesapeakeconservancy.org

Chesapeake Bay Foundation

www.cbf.org/johnsmith

Includes links to other John Smith and Jamestown websites

NOAA Chesapeake Bay Interpretive Buoy System

www.buoybay.noaa.gov

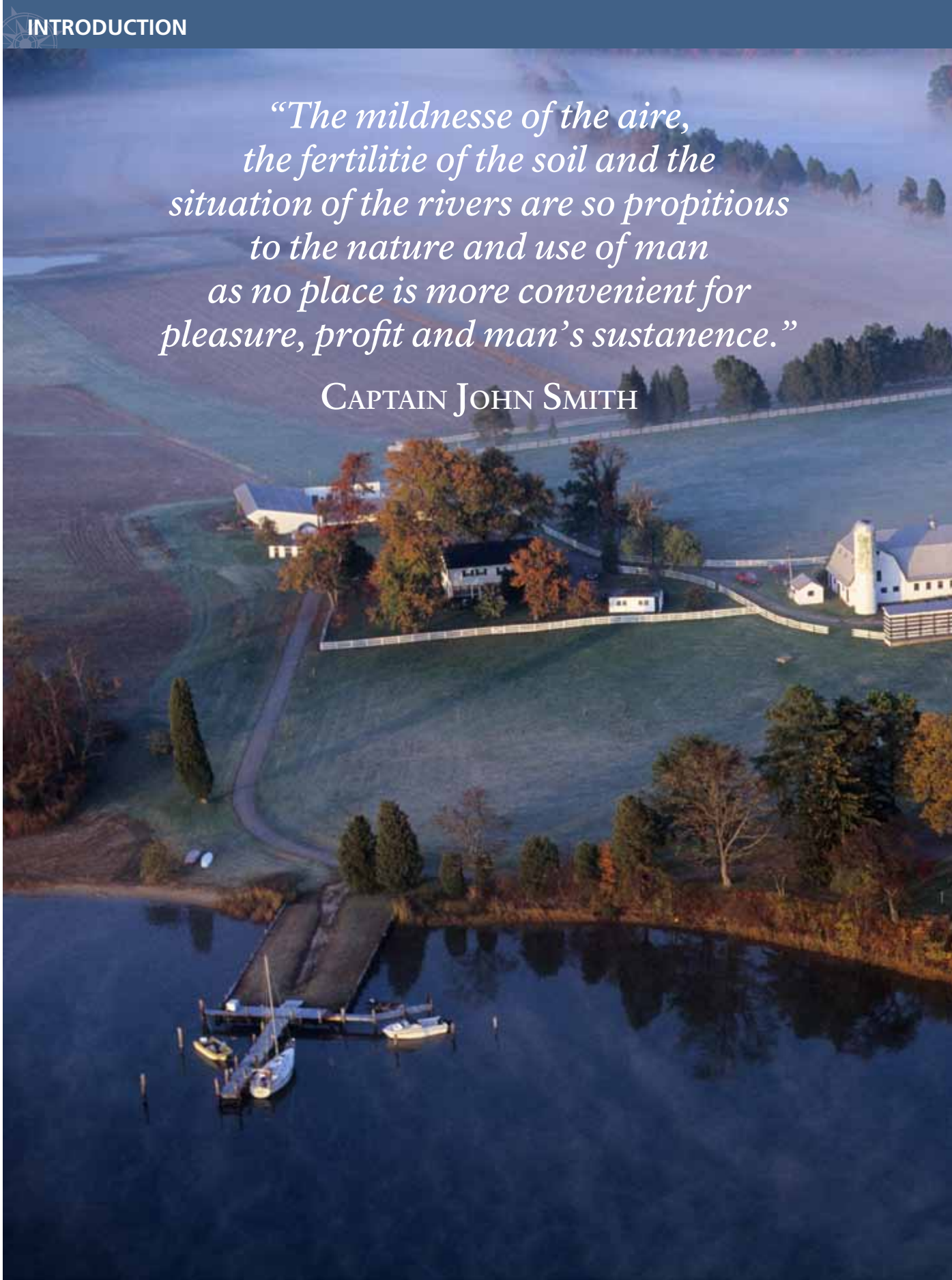
National Geographic

www.nationalgeographic.com/chesapeake

Includes links to other John Smith and Jamestown websites

Virginia's Indians, Past & Present

<http://indians.vipnet.org/resources.cfm>

An aerial photograph of a farm situated along a river. The farm features several buildings, including a large white barn with a yellow cupola, a smaller white house, and a blue-roofed structure. A winding road leads from the farm down to a wooden dock on the river. Several boats are moored at the dock. The surrounding landscape includes green fields, trees with autumn foliage, and a misty or foggy atmosphere in the background.

*“The mildnesse of the aire,
the fertilitie of the soil and the
situation of the rivers are so propitious
to the nature and use of man
as no place is more convenient for
pleasure, profit and man’s sustenance.”*

CAPTAIN JOHN SMITH

The Lasting Legacy of Captain John Smith

Captain John Smith got his commission on a battlefield, not an ocean, but he deserves to go down in history as an epic small-boat explorer. During his time on the Chesapeake in the employ of the Virginia Company of London, from April 1607 to October 1609, he and his crew covered 3,000 miles around the Bay in a shallop, a 30-foot open boat, operating year-round in everything from stifling heat and sudden thunderstorms to icy cold and blowing snow.

Where did he go? He traveled every major river system on both sides of the Chesapeake Bay except the Choptank, Eastern Bay, and the Chester.

His goals:

- To find gold and silver.
- To assess the strength and trading potential of the native Indian tribes.
- To find the mythical Northwest Passage to the Pacific.

Though he wasn't successful on the first and third objectives, he did succeed in making extensive contact with American Indian tribes.

MAPPING THE WAY

Captain John Smith mapped the Chesapeake and its rivers with astonishing accuracy, given his relatively simple tools—a compass, a crude sextant, an hourglass, and a notebook. He had help from the Indians who described the lands and waterways beyond what Smith saw directly. Those are the areas depicted beyond the crosses that mark the extent of Smith's explorations.

Smith's extensive notes allowed him to publish the first accurate map of the Chesapeake Bay and its rivers in 1612. This map became the essential "cruise guide" for English settlement in the region in the 17th century. It laid a major foundation for development of the country in the next century.

AMERICA'S FIRST NATIONAL WATER TRAIL

The Captain John Smith Chesapeake National Historic Trail, the first water-based national trail in this country, was designated on December 19, 2006. In addition to Smith's explorations, the trail focuses on the American Indian tribes of the Chesapeake region and on the ecology of the Chesapeake Bay, both in Smith's time and today.

It's important to recognize the many contributions the Indians of the Chesapeake have made to the history and culture of the region—and continue



Portrait of Captain John Smith, 1616



Captain John Smith's map of his 1607–1609 Chesapeake explorations first published in England in 1612. The print shown here dates from 1660.

PREVIOUS PAGE

A rural scene from Queen Anne's County, MD, reflects the Chesapeake Bay that Captain John Smith described 400 years ago.

PHOTO © MIDDLETON EVANS

ONLINE RESOURCES

CHESAPEAKE BAY GATEWAYS AND
WATERTRAILS NETWORK
www.baygateways.net

NOAA CHESAPEAKE BAY
INTERPRETIVE BUOY SYSTEM
www.buoybay.noaa.gov
Also available at 1-877-BUOY-BAY

CAPTAIN JOHN SMITH'S VERSATILE SHALLOP

Smith's vessel was constructed in England and sent to America packed in two sections in the hold of one of the Jamestown ships. This *Discovery Barge*, as he called her, belonged to a general class of vessels called "shallops." Double-ended and full-bodied at bow and stern, she carried a single mast with main and foresail for winds, sweeps (long single oars) for four to six rowers, and probably a leeboard on each side that the crew could lower to reduce leeway (sideways slippage) under sail. With the boards up, the *Discovery Barge* probably drew less than three feet fully loaded with a crew of 12 to 14 men and supplies.

The hull's underbody would have been fine enough to move easily in calm winds and seas. The full shape above the waterline made the hull seaworthy, but headwinds doubtless made for difficult rowing. Captain John Smith learned quickly enough to take advantage of fair winds and currents.

Smith's two longest voyages of exploration took place in the summer of 1608. In the space of three months, he and his crews traveled to the Upper Bay twice, with a turnaround of only three days in between.

to make today. It is also important to understand how the Chesapeake of Smith's day "worked" so that we can develop solutions to restore the health of our Bay now.

The National Park Service and its partners have been busy building an infrastructure of maps, books, websites, data-gathering buoys, signs, exhibits, and other guideposts to help 21st-century explorers travel the Captain John Smith trail. Two key parts of this infrastructure are the National Park Service's Chesapeake Bay Gateways and Watertrails Network (CBGN) and the National Oceanic and Atmospheric Administration (NOAA) Chesapeake Bay Interpretive Buoy System (CBIBS).

EXPLORING IN CAPTAIN JOHN SMITH'S WAKE

The Captain John Smith Chesapeake National Historic Trail lends itself to a wide variety of boats, from 16-foot canoes and kayaks to 60-foot trawlers. Whatever kind of boat you use, we hope you will follow the voyage routes of Captain John Smith and his crew to discover the treasures of the Chesapeake. You'll experience the excitement of exploring Chesapeake waters, see well-known sites with new understanding, and reflect upon all that the Chesapeake has meant over the past four centuries.

As you travel the trail, you'll find places that still look much as they did in Smith's time, but you'll also see areas where our human footprint weighs heavily on the land and water. We hope you'll learn about the Chesapeake that Captain John Smith saw—the rich ecosystem that developed naturally before heavy human influence. Once you do, please get involved in protecting and restoring its health and conserving its lands and landscapes and its rich cultural heritage for both yourself and future generations of Bay lovers.

RIVERS AS ROADS

The Chesapeake is the "drowned" valley of the Susquehanna River, flooded by tidal water as the sea level began rising at the end of the last ice age, about 12,000 years ago. Unlike other East Coast rivers, such as the Delaware and the Hudson, the Susquehanna has a number of large tributaries entering its lower reaches. The tributaries flooded and created a sprawling complex of waterways that served as instant infrastructure for Indian people and English settlers.

In general, these rivers carry plenty of depth up to their heads of navigation, where their beds meet sea level, but they narrow down and curve through large meander curves. Wooded banks channel winds directly up or downstream. The winds can help or hinder your progress, depending on which way you're traveling. Meanwhile, flood and ebb currents on most of the rivers actually become stronger upstream.

Mariners have dealt with these conditions for centuries, whether carrying out raw materials like timber, tobacco, and produce or bringing manufactured goods to upriver ports, such as Richmond on the James River, Fredericksburg on the Rappahannock, Alexandria on the Potomac, and Baltimore on the Patapsco. Until the early 20th century, they used both sail and non-motorized auxiliary power, especially oars.



PHOTO BY BILL PORTLOCK

This replica shallow, built by Sultana Projects, Inc., traveled 1,500 miles along Smith's routes to help launch the new Captain John Smith Chesapeake National Historic Trail in 2007.

The Captain John Smith Chesapeake National Historic Trail includes Smith's combined voyage routes, 1607–1609.

Boating the Trail

Today, there is still plenty of depth in the Chesapeake Bay and its rivers for all but the largest cruising boats. This Boater's Guide provides an overview of what awaits boaters along each of the rivers and the main stem of the Bay explored by Captain John Smith. Look for the icons described here to suggest suitable vessels for each area. The icons also identify the vessels suited for each of the trailheads where you can access the trail.

Additional access points will be added as the trail develops. In choosing your route, consider your boat's clearance under bridges; her ability to deal with adverse wind and current; and your own knack for reading meander curves with your vision, a chart, GPS chartplotter, electronic depth sounder, or leadline.

See **Scouting Your Trip: How to Use This Guide** for additional information on boating the trail. Keep in mind that the maps included in this Boater's Guide are for illustration and are not intended to be used for navigation. Click on the NOAA link in the box on each section map to learn what navigation charts are available.

Look for these icons throughout the guide to see what types of boats are suited to each part of the trail.



PADDLING AND ROWING

Canoes, kayaks, and recreational rowing boats are wonderful vessels for seeing parts of the Captain John Smith Chesapeake National Historic Trail. Quiet, slow travel makes it easy to absorb the nature of a waterway, to look and listen. For those with the time and training, extended kayak expeditions are extraordinarily satisfying, but even day trips in rented canoes on waters like Mattaponi Creek at the Patuxent River Park near Upper Marlboro, MD, or Gordons Creek at the Chickahominy Riverfront Park just west of Williamsburg, VA, serve the purpose. Many larger cruising boats now carry kayaks for this sort of exploring.



SKIFFS AND RUNABOUTS

Seaworthy, trailerable center-console skiffs and runabouts of 18 to 24 feet offer a different experience, taking advantage of the large number of public and commercial launch ramps available around the Bay and its rivers. These boats allow day explorations of 50 miles at leisurely cruising speeds of 13 to 17 knots (15 to 20 mph), with plenty of time left over for poking along at slower speeds. Skiffs of 16 to 18 feet with outboards and pushpoles can slip into almost as many places as canoes. Modern, clean, quiet outboards make these trips more enjoyable and less expensive.



CRUISING SAILBOATS

On open water sections of the trail, cruising sailboats are great vessels for extended trips, and they require the same kind of seamanship that Captain John Smith had to exercise. Be ready to deal with bridges and the shoals on the insides of meander curves when exploring the upper sections of rivers like the Rappahannock and the Nanticoke. The scenery will often be stunningly beautiful and the wildlife abundant, but fluky winds will dictate traveling under power much of the time. A rowing/sailing dinghy or a kayak will be useful for short explorations.



CRUISING POWERBOATS AND TRAWLERS

Cruising powerboats and trawlers are good choices for exploring the water trail, especially if they have bridge clearance of less than 25 feet and propeller shafts protected by keels or skegs. It's important to pay attention to range and self-sufficiency, because fuel, shore power, and pumpout services can be few and far between on several of the Chesapeake's most interesting rivers.

Trawlers lend themselves particularly well to the trail because they tend to be self-sufficient; their low wakes respect fragile shorelines; and their 6- to 8-knot cruising speeds are conducive to enjoying the river. Having a dinghy or a couple of kayaks aboard can add to the enjoyment of your explorations. As with outboards, it's a kindness to other trail travelers to run the cleanest engines possible and to be courteous with your wake, whether you're running an express cruiser with twin gas engines, a workboat-type cruiser with a single diesel, a trawler, or a sailboat under power.

Trail Overview

THE WESTERN SHORE

On the first voyage of 1608, Smith and his crew ascended the Potomac River all the way to today's Little Falls and walked to Great Falls. They transformed an attack at today's Nomini Creek into a friendly visit, explored a rumored silver mine in the headwaters of Aquia Creek, and visited more than a dozen American Indian towns on each side, taking notes for the map as they went.

They started to explore the Rappahannock River after visiting the Potomac, but Smith suffered his famous encounter with a stingray and found it prudent to head for home. On the second voyage, they traveled all the way to the falls at today's Fredericksburg, surviving three defensive attacks by members of the Rappahannock and Mannahoac tribes. They were sustained by wise counsel and supplies from the friendly Moraughtacund at the site of today's Morattico, on Lancaster Creek.

After the Rappahannock, Smith and his crew explored the Piankatank and Elizabeth rivers but found few people. Just before returning to Jamestown early in September, they met with wary Nansemond Indians at the river of the same name and took corn from the tribe back to the Jamestown colony.

Smith did not go up either the James or the York rivers on the two summer voyages in 1608. He didn't need to, because he had already spent a good deal of time in Virginia exploring them, meeting the people, trading for corn, and negotiating peace with Powhatan, the paramount chief of most of the region. His journals record much that happened on these trips.

Today, all these rivers lend themselves well to water trail explorers. While the Potomac obviously looks quite different around Washington, D.C., Smith would still recognize many of its tributaries, such as Nomini and Nanjemoy creeks. Though clouded by sediment runoff, the Rappahannock retains stunning natural views, especially between Tappahannock and Fredericksburg. The Pamunkey and Mattaponi rivers, headwaters of the York, remain largely wild, as does the Chickahominy, a large tributary that enters the James just west of Jamestown. Finally, the James offers much to explore, from wild creeks like Powells to the exhibits at Henricus Historical Park, upriver near Richmond.

THE UPPER BAY

On the first voyage up the Bay, Smith followed the western shore until he found a tributary he thought large enough for the ships of the day. He turned the *Discovery Barge* west and followed it to its head of navigation. That would be today's Elkridge, and the river would become known as the Patapsco. He mapped the Patapsco carefully and even went up to the mouth of the Gunpowder, but the crew ran out of stores and grew increasingly dispirited. A stirring speech from their Captain inspired them, but the weather shut them in for several days and Smith reluctantly turned south. By the time they reached the mouth of the Potomac, they had regained their spirits enough to spend four weeks traveling up that river before heading back to Jamestown to restock supplies.

On the second voyage, Smith made straight for the head of the Bay, finding that it divided four ways (from west to east, today's Susquehanna, Northeast,

“We spied many fishes lurking in the reedes: our Captaine sporting himselfe by nayling them to the grownd with his sword, set vs all a fishing in that manner: thus we tooke more in owne houre then we could eate in a day. But it chanced our Captaine taking a fish from his sword (not knowing her condition) being much of the fashion of a Thornback, but a long tayle like a ryding rodde, whereon the middest is a most poysoned sting, of two or three inches long, bearded like a saw on each side, which she stricke into the wrest of his arme neere an inch and a halfe: no bloud nor wound was seene, but a little blew spot, but the torment was instantly so extreame, that in foure houres had so swollen his hand, arme and shoulder, we all with much sorrow concluded his funerall, and prepared his graue in an Island by, as himselfe directed: yet it pleased God by a precious oyle Docter Russell at the first applyed to it when he sounded it with probe (ere night) his tormenting paine was so well asswaged that he eate of the fish to his supper, which gaue no lesse ioy and content to vs then ease to himselfe, for which we called the Island Stingray Isle after the name of the fish.”

Kupperman, *Captain John Smith: A Select Edition of His Writings*, p.95.

LEARN MORE ABOUT STINGRAYS AT
www.chesapeakebay.net

Chronology of Captain John Smith in the Chesapeake

April-May 1607 | Smith arrives in Virginia and explores the James River to the falls (Richmond); colonists select Jamestown Island for fort.

Summer 1607 | English establish the colony and build a fort at Jamestown.

September 1607 | Smith travels downriver to Kecoughtan (Hampton) and Warrascoyack (Smithfield).

Fall 1607 | Smith makes three successful trips trading for corn along the Chickahominy River.

December 3, 1607 | Smith is captured by Opechancanough (a relative of Powhatan and a war chief) and marched along Capture Route to Powhatan's capital, Werowocomoco on the York River.

January 2, 1608 | Powhatan releases Smith and sends him back to Jamestown with food and an escort.

February 1608 | Smith takes Captain Christopher Newport by water up to Werowocomoco to meet Powhatan.

April 1608 | Smith travels to Nansemond River.

June 2–July 21, 1608 | **First exploratory voyage:** Smith and crew travel across the Chesapeake to the Lower Eastern Shore, up to the Nanticoke, across the Bay and up the Western Shore to the Bolus Flu (Patapsco River); then back down to the Patowomeck (Potomac River) and up to the falls (Great Falls); back down to the mouth of the Rappahannock River, where a stingray wounds Smith; they then return to Jamestown to re-supply.

July 24–September 10, 1608 | **Second exploratory voyage:** Three days later Smith with new crew starts out again. They go to the head of the Bay; meet with the Massawomeck, Tockwogh, and Susquehannock tribes; explore the Pawtuxunt (Patuxent), Rappahannock, and Piankatank rivers; skirmish with Nansemond on the way home; return to Jamestown on September 7. Smith assumes presidency of the Jamestown colony on September 10.

October 1608 | Smith sails to Werowocomoco to meet Newport, who has marched overland; they "crown" Powhatan.

November–December 1608 | Smith trades for corn with the Chickahominy, Nansemond, and Apamatuck (Appomattox) tribes.

January–February 1609 | Smith trades for corn at Werowocomoco and up the Pamunkey and Mattaponi rivers. Hostile run-ins with Powhatan and Opechancanough ensue, effectively breaking off relations between the English and both chiefs forever. Trading, however, is successful.

September–Early October 1609 | Two anti-Smith factions in the colony split off to establish new, independent colonies up the Nansemond and the James rivers. Smith sails up the James to quell the rebellion there, but on the way back, the gunpowder bag on his belt explodes under suspicious circumstances. Badly burned, Smith jumps overboard to put out the fire. He survives but is so badly injured that he sails to England on October 4, never to return to Virginia.

Elk, and Sassafras rivers). Here Captain Smith and crew encountered several canoes of the Massawomeck tribe off the mouth of the Sassafras, where they had just done battle with the Tockwogh who lived there. Although cautious, the Massawomeck traded food, furs, and weapons with the English. Then they disappeared, while Smith steered up the Sassafras.

The Tockwogh, seeing Massawomeck weapons, concluded that the English had beaten their enemies, and the wily Smith did not disabuse them of that notion. The Tockwogh welcomed the crew and told Smith about a great people they called the Sasquesahanock who lived up the great river that now bears a variant of that name. They helped Smith arrange a parley with the upriver tribe, probably on today's Garrett Island, just inside the river's mouth. Having met these tribes, mapped the head of the Bay, and discovered that it did not lead to a Northwest Passage, Smith turned south. On the way, he explored the Patuxent River, mapping it as far up as today's Lyons Creek, just below Jug Bay.

If Smith were to visit today, he would be stunned by changes to the Patapsco, but he might recognize Garrett Island. The head of the Bay has become a playground for people from Wilmington, Baltimore, and Philadelphia. There are still interesting sections of these waters available for the enterprising explorer. Likewise, the upper tidal Patuxent is remarkably well-preserved, despite its proximity to heavily populated Washington, D.C.

THE EASTERN SHORE

On the first voyage, a ship outbound from Jamestown to England took the *Discovery Barge* in tow to the Virginia Capes, from which Smith briefly explored the seaside of Virginia's Eastern Shore and then traveled up the Bay side of that peninsula, mapping harbors and visiting the chief of the Accomack. The crew endured a summer thunderstorm around Tangier, then went up the Pocomoke River in search of freshwater, reaching today's site of Pocomoke City.

Returning to Tangier Sound through Cedar Straits, where the Virginia-Maryland state line lies today, Smith and crew explored the east side of the sound until another thunderstorm blew out their sails and broke their mast. They spent a nasty, hot and buggy few days on Bloodsworth Island repairing their boat's rig, and then headed up the Nanticoke. There they learned of a powerful tribe to the north called the Massawomeck.

Sensing the possibility of a Northwest Passage, Smith immediately headed west, through Hooper Strait and across the Bay to the western shore around Calvert Cliffs, and then sailed north. Except for some time spent with the Tockwogh on today's Sassafras River later that summer, Smith never returned to the Eastern Shore.

Today, there is much for modern explorers to see, especially on the Pocomoke and Nanticoke rivers—which have been important to the maritime history of the Chesapeake—and the island chain that runs from Watts and Tangier in the south to Bloodsworth in the north. Some parts of both the islands and the two rivers look very much the same as they did in Smith's time.

